

In the Claims:

Claims 1, 2, 10, 11, 19, 20 and 23-36 stand of record in the case.

Claims 1, 2, 10, 11, 19, 20 and 23-36 stand rejected.

Explanation of Amendments in the Claims:

1. (currently amended) Vehicle suspension comprising a pair of leaf springs locatable on respective opposed sides of a vehicle chassis in an orientation extending longitudinally thereof to support a vehicle axle generally centrally between opposed ends of the leaf springs mounted to the vehicle chassis, and an anti-roll device which is arranged to extend transversely of the vehicle chassis with opposed ends of the anti-roll device each mounted rigidly to a respective one[[s]] of the pair of opposed leaf springs, each of the opposed ends of the anti-roll device being mounted rigidly to the respective one of the opposed leaf springs at a position therealong nearer to where the respective one of the opposed leaf springs mounts to the vehicle chassis than to where the respective one of the opposed leaf springs connects to the vehicle axle, the opposed ends of the anti-roll device being mounted to the opposed leaf springs by rigid mounts sufficient to make the transverse anti-roll device into a double fixed ended characteristic beam in plan view.

2. (previously presented) Suspension according to claim 1, wherein the opposed ends of the anti-roll device are each clamped rigidly to the respective one of the opposed leaf springs.

3. (canceled)

4. (canceled)

5. (canceled)

6. (canceled)

7. (canceled)

8. (canceled)

9. (canceled)

10. (previously presented) Suspension according to claim 1, wherein the opposed ends of the anti-roll device are offset from a neutral axis in bending of each

of the opposed leaf springs by spacers disposed between the anti-roll device and the opposed leaf springs.

11. (previously presented) Suspension according to claim 2, wherein the opposed ends of the anti-roll device are offset from a neutral axis in bending of each of the opposed leaf springs by spacers disposed between the anti-roll device and the opposed leaf springs.

12. (canceled)

13. (canceled)

14. (canceled)

15. (canceled)

16. (canceled)

17. (canceled)

18. (canceled)

19. (previously presented) Suspension according to claim 1, wherein the anti-roll device comprises a beam, bar or tube.

20. (canceled)

21. (canceled)

22. (canceled)

23. (canceled)

24. (canceled)

25. (previously presented) Suspension according to claim 1 wherein the opposed ends of the anti-roll device are mounted to the pair of opposed leaf springs by clamping mounts which each embrace the respective one of the pair of opposed leaf springs.

26. (previously presented) Vehicle suspension comprising:

a pair of leaf springs locatable of respective opposed sides of a chassis of an associated vehicle and extending longitudinally thereof; and

an anti-roll device which is arranged to extend transversally of the vehicle chassis;

opposed ends of anti-roll device being mounted to equivalent ends of the springs, as close as is practically possible to where the springs connect to the vehicle chassis, so rigidly that that there is no relative movement of the opposed ends of the anti-roll device to respective ones of the pair of opposed leaf springs, such that during spring deflection, when the springs deflect in different directions to each other, the springs change from pin-jointed characteristic beams toward fixed ended characteristic beams at the equivalent ends, and when the springs deflect in the same direction, the springs stay as pin-jointed characteristic beams; and

the anti-roll device being mounted to the respective springs at a substantial offset distance from a neutral axis in bending of the springs, by rigid mounts sufficient to make the transverse anti-roll device into a double fixed ended characteristic beam in plan view, resisting the spring deflection when the springs deflect in opposite directions such that resistance forces combined with the offset distance from the neutral axis creates moments in the springs to further change spring bending characteristics from pin-jointed to fixed ended beam characteristics when the springs deflect in different, opposing directions during vehicle roll.

27. (previously presented) The suspension according to claim 26, wherein said mounts are arranged to clamp opposing ends of the anti-roll device so rigid that there is no relative movement, in use, of the opposed ends of the anti-roll device to at least one leaf of each of the respective leaf springs.

28. (previously presented) Suspension according to claim 26, wherein the opposed ends of the anti-roll device are offset by the substantial offset distance

from the neutral axis in bending of each of the opposed springs by means of rigid and solid spacers.

29. (previously presented) Suspension according to claim 27, wherein the opposed ends of the anti-roll device are offset by the substantial offset distance from the neutral axis in bending of each of the opposed springs by means of rigid and solid spacers.

30. (previously presented) Suspension according to claim 26, wherein said mounts provide a comparatively large clamping area between said mounts and the anti-roll device to make the anti-roll device into a fixed ended beam structure when viewing the suspension in plan.

31. (previously presented) Suspension according to claim 27, wherein said mounts provide a comparatively large clamping area between said mounts and the anti-roll device to make the anti-roll device into a fixed ended beam structure when viewing the suspension in plan.

32. (previously presented) Suspension according to claim 28, wherein said mounts provide a comparatively large clamping area between said mounts and the anti-roll device to make the anti-roll device into a fixed ended beam structure when viewing the suspension in plan.

33. (previously presented) Suspension according to claim 29, wherein said mounts provide a comparatively large clamping area between said mounts and the anti-roll device to make the anti-roll device into a fixed ended beam structure when viewing the suspension in plan.

34. (previously presented) Suspension according to claim 26, wherein fastenings for connection of said mounts to the springs include U-bolts fastened around the springs for embracing thereof.

35. (previously presented) Suspension according to claim 26, wherein the anti-roll device includes a beam, bar or tube.

36. (previously presented) Suspension according to claim 26 wherein the rigid mounts comprise clamping mounts which each embrace the respective one of the pair of opposed leaf springs.

37. (new) Suspension according to claim 1 wherein the anti-roll device is arranged to connect to the vehicle chassis only through the leaf springs.

38. (new) Suspension according to claim 26 wherein the anti-roll device is arranged to connect to the vehicle chassis only through the leaf springs.

39. (new) Suspension according to claim 1 wherein fastenings for connection of said mounts to the springs include U-bolts fastened around the springs for embracing thereof.